

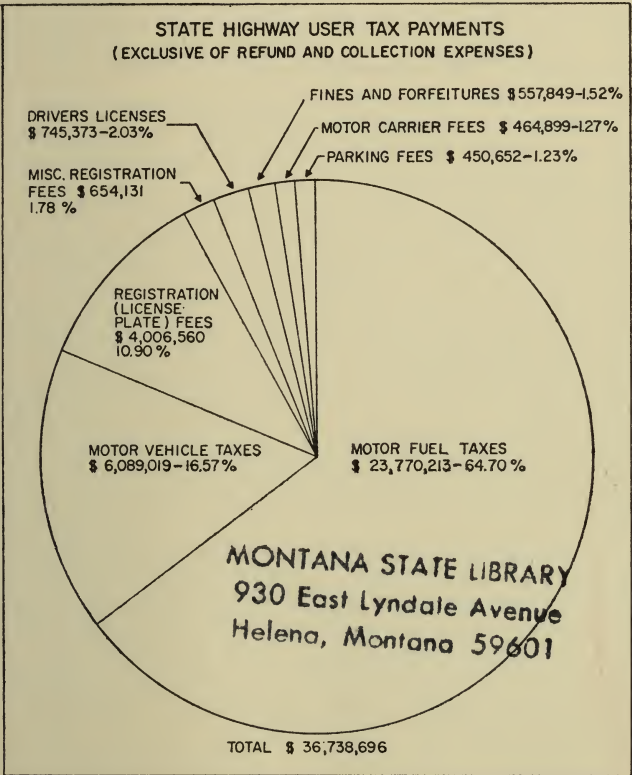
5
88.11
+3yr
Your

Montana State Library



3 0864 1006 2288 8

Montana Highway Dollars



Prepared for Members of the 1969 Legislature and all highway users as a public service by the Montana Highway Users Conference.

TO THE HIGHWAY USER AND TAXPAYER

This booklet is provided as a handy, pocket-sized reference for members of the Legislature and for all Montanans to show in simple form the sources and use of the highway dollar. Figures for the latest available calendar year have been used wherever possible although fiscal year figures are also used in the tables as marked. Minor revenue and expense items have been omitted for greater simplicity. Figures shown have been furnished by the Montana Highway Commission and the U.S. Bureau of Public Roads and their cooperation is hereby acknowledged.

The policy statement is that of the Montana Highway Users Conference and not of any state or federal agency. We will appreciate your comments as to the value of this service and your suggestions for its improvement.

ROBERT F. DYE, Chairman
NORMAN HANSEN, Vice Chairman
B. C. HAVDAHL, Secretary-Treasurer

December, 1968

INDEX

Anti-Diversion Amendment	Back Cover
City Streets—Receipts and Parking Facilities	12, 13, 14, 15, 16, 18
County Road Receipts	8, 9, 18
Federal User Taxes to General Fund	18
Federal User Taxes to Highway Trust Fund	19
Fines—County and Municipal	7
Highway Patrol	4
Highway User Tax Payments	Front Cover
Interstate System-Status	11
Mileage State, Federal, County, City	19
Montana Highway Users Policy	6, 7
Receipts—State Highway, County Roads, City Streets	16, 18
Registration—Motor Vehicle, Driver	10
State Highway User Fees, Taxes— Collection and Distribution	10, 11
State Highways—Receipts, Expenditures	5
State Matching Funds—Federal Aid Compared	17
Taxes, Fees, Licenses Sources— State and Local—Description	1, 2, 3, 4
Traffic—By System and Vehicle	20
Traffic—By System and Driver	Inside Back Cover

HIGHWAY USER AND OTHER TYPES OF TAXES AND FEES RECEIVED FOR SUPPORT OF STATE HIGHWAYS, COUNTY ROADS AND CITY STREETS

The following is a brief description of the various highway user and other types of taxes and fees that are received in support of the cost of constructing, maintaining and administering state highways, county roads and city streets in Montana.

As explained under individual items, the entire amount collected is not necessarily dedicated to highway, road or street purposes since a portion of the money may be deposited in a general fund or other type of fund not related to highway, road or street uses .

MOTOR FUEL TAXES — FY 1968 — \$23,770,213

Gasoline and liquified petroleum gases are taxed at the rate of 6.5 cents per gallon, subject to refund for fuel used for non-highway purposes. Aviation fuel is taxed at the rate of 6.5 cents per gallon with 5.5 cents being exempted or refunded to the purchaser and one cent being retained for support of the Montana Aeronautics Commission. Diesel fuel is taxed at the rate of nine cents per gallon for fuel used on public highways or on highway construction.

Motor fuel taxes are credited to the State Highway Fund after provision has been made for refunds, collection expenses of various State agencies and the amount credited to the Montana Aeronautics Commission.

The State Parks Division of the Fish & Game Commission receives 0.6% of the gross gasoline tax collections for use in State Parks where boating is permitted. Also, \$600,000 per year of the gasoline tax is credited to the counties and \$900,000 per year is credited to the cities. This money is to be used for the construction, reconstruction and repair of county roads and city streets and alleys.

MOTOR VEHICLE TAXES — FY 1968 — \$6,089,019

This category includes the Gross Vehicle Weight Tax, Caravan receipts and miscellaneous permits for excess size and weight and vehicle identification.

Gross Vehicle Weight Tax fees range from \$3.75 to \$543.75 per vehicle for trucks and trailers, with special 16% rates for farm vehicles and 75% rates for vehicles used in hauling forest products, livestock ,ready-mix concrete and lowboy trailers. House trailers are taxed at the rate of seventy-five cents per foot of length, exclusive of bumper and hitch. Buses pay \$7.00 per seat with the exception of the first seven seats. New passenger cars, trucks and motorcycles are taxed at the rate of 1½% of the FB factory price with quarterly adjustments for purchases made during the year. Fees collected under this tax in Fiscal Year 1968 amounted to \$659,481 for pas-

senger cars, \$260,976 for trucks and \$16,949 for motorcycles. Trip fees ranging from \$5.00 to \$10.00 for the larger trucks and trailers are charged to out-of-state vehicles, depending on the travel distance involved in the state. Counties retain five percent of the gross fees for collection expenses and the remainder is credited to the State Highway Fund. Oversize, overlength and overweight fees ranging from \$3.00 to \$28.00 are collected under special permits issued for use of state highways.

REGISTRATION (LICENSE PLATE) FEES — FY 1967 — \$4,006,560

These fees range from \$1.00 to \$15.00 per vehicle depending on type of vehicle, weight and use. The fees are collected by the county treasurers and are distributed to the county road funds and the city street funds in proportion to the miles of public streets and highways in the cities as compared to similar mileage in the counties outside the cities. Anaconda, Butte and Walkerville receive their proportion of registration fees under specific state legislation.

PARKING FEES — FY 1967 — \$450,652

This category includes parking meter collections, permit fees and other fees relating to parking. The money is received by the cities involved, and the disposition depends on city ordinance. Of the total shown above, the amount of \$59,509 was allocated to street purposes.

DRIVERS AND CHAUFFEURS LICENSES — CY 1967 — \$745,373

A biennial fee of \$4.00 is collected with 5% being retained by the county for collection expenses, 5% going for driver education purposes, 15% to the patrol retirement fund and 75% to the State General Fund.

MISCELLANEOUS REGISTRATION FEES — CY 1967 — \$654,131

These fees are collected by the Registrar of Motor Vehicles and include such items as dealers licenses and permits, duplicate license plate fees, certificates of title, transfer fees and recording fees. The proceeds are retained for operating costs of that department, including manufacture and distribution of license plates.

FINES AND FORFEITURES — CY 1967 — \$557,849

Fines and forfeitures collected as the result of highway law enforcement and operations of the State Highway Patrol are deposited in the State General Fund and Driver Education Fund.

MOTOR CARRIER FEES — CY 1967 — \$464,899

These fees are paid by licensed common carriers for the privilege of transacting business in the state and the use of public highways. Included are application fees ranging from \$15.00 to \$35.00, various filing and certificate fees ranging from \$2.00 to \$5.00, an annual highway user fee of \$10.00 per vehicle and quarterly revenue fees amounting to 0.5% of the gross revenue of the company as derived from intrastate operations. The minimum annual fee amounts to \$30.00 per vehicle for Class A and Class B carriers and \$15.00 for Class C carriers.

This revenue is deposited in the Motor Carrier Fund, and any amount remaining after payment of operating expenses is deposited in the State General Fund.

PROPERTY TAXES — FY 1967 — \$12,024,648

Counties may levy up to 12 mills for road purposes and up to three mills for bridge purposes. Under certain circumstances, the bridge levies may go as high as five mills. Tax levies apply only against property located outside incorporated cities and towns.

Cities and towns may levy up to 12 mills for street purposes. These levies also apply only to property located within municipal boundaries.

SPECIAL IMPROVEMENT DISTRICTS — (INCLUDED IN PROPERTY TAXES)

Special improvement districts are formed in the cities for the purpose of constructing city streets, curbs, sidewalks or other features allied to streets. Tax receipts from such sources account for a substantial portion of the money collected for city street purposes.

In addition to the taxes and fees received from state, county and city sources, there are also substantial Federal Funds which are utilized for State highways and county roads as reported below.

FEDERAL HIGHWAY USER TAX FUNDS — FY 1966 — \$23,848,000

Federal excise taxes are levied on automobiles; trucks, buses and trailers; parts and accessories; tires, tubes and tread rubber; motor fuel, lubricating oil, and trucks over 26,000 pounds. It is estimated that about \$23,848,000 in such taxes were collected in Montana during 1966. About 83% of the total amount collected in 1966 was deposited in the Federal Highway Trust Fund with the remainder going into the Federal General Fund.

FEDERAL AID APPORTIONMENTS — FY 1969 — \$52,723,856

Money from the Federal Highway Trust Fund is apportioned to the states according to established formulas

for the construction of Federal Aid Highways. Matching ratios in Montana are: Interstate 91.21% Federal — 8.79% State; Primary, Secondary and Urban 56.69% Federal — 43.31% State. The overall ratio is about 78% Federal funds and 22% State funds.

U. S. FOREST HIGHWAY FUNDS — FY 1969 — \$2,630,564

Federal funds for use on designated forest highways are appropriated from the Federal General Fund and divided among the eligible states on the basis of forest area and value of timber. Construction programs for use of these funds are developed jointly by the U.S. Forest Service, U.S. Bureau of Public Roads and State Highway Commission. Work is done by the Bureau of Public Roads.

U. S. LEASE AND PERMIT FEES — FY 1968 — \$1,111,734

Money received by the Federal Government for mineral and other leases of Federal lands is shared with the state within which the land is located. The amount is divided equally between schools and state highways.

U. S. FOREST RESERVE FUNDS — FY 1967 — \$776,296

Twenty-five percent of the fees collected in conjunction with U. S. Forest Service sales, leases and permits are returned to the counties. Such proceeds are divided equally between schools and roads.

There are other types of Federal funds which are spent for road and highway purposes; however, these represent direct expenditures of such Federal agencies as the Forest Service, National Park Service, Bureau of Indian Affairs, Bureau of Land Management and others which construct and maintain their own road systems. The funds are not ordinarily channeled through state or county agencies.

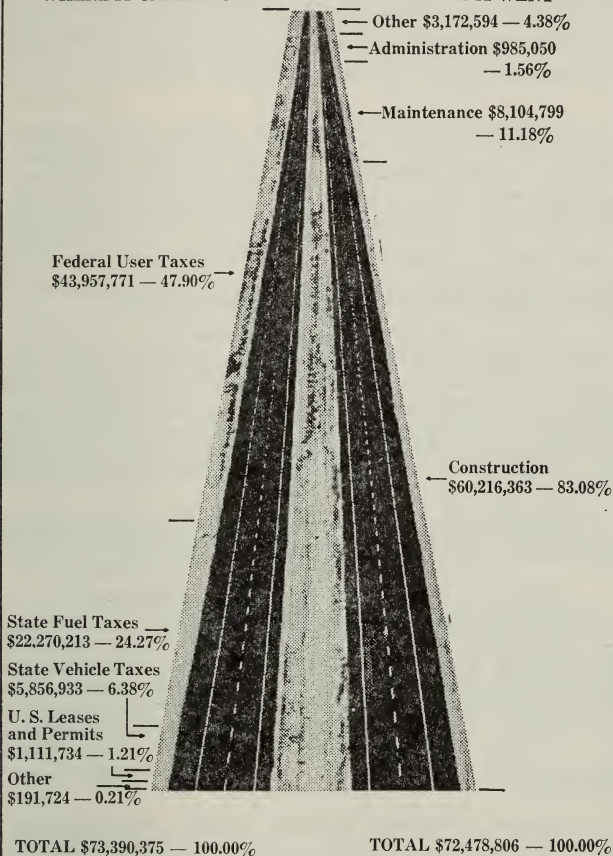
HIGHWAY PATROL

The State Highway Patrol is supported by appropriations from the general fund with a 1967-1968 fiscal year appropriation of \$2,408,800 and 1968-1969 appropriation of \$2,417,000. 15% of drivers license revenue is used for support of the patrol retirement fund. Fines and forfeitures collected through enforcement operations of the patrol are paid into the State general fund. These amounted to \$557,849 in 1967. Members of the State Highway Commission also serve as the State Highway Patrol Board.

RECEIPTS AND EXPENDITURES FOR STATE HIGHWAYS FISCAL YEAR 1968

WHERE IT CAME FROM

WHERE IT WENT



MONTANA HIGHWAY USERS CONFERENCE POLICY STATEMENT

Objectives

The purpose of the Conference is to encourage full development of the highway system in the public interest. The Conference is non-partisan and non-political, devoting its efforts to implementing sound policies in highway planning, programming, use, safety, taxation and financing. Its further purpose is to disseminate information to its members and to the general public on current and proposed national, state and local legislation, regulation and taxation affecting highway users.

Taxation

The Conference opposes any use of state highway taxes for other than road purposes as now specified by law and in the Constitution. We oppose imposition of highway user taxes at either the city or county level. All such taxes should be levied by the state and handled through the appropriate state agency. Use of Federal taxes should be confined strictly to highway purposes and not be used as subsidy for rail mass transit or diverted in any other way from highway needs.

Administrative and Planning

Road needs studies based on sound engineering principles should be the basis for orderly construction, relocation, maintenance, planning and programming. Local pressure should not interfere with the overall planning program in the best interest of the entire state. The Highway Commission form of administration has proved its value and should not be changed.

Establishment of a merit system for state highway employees is recommended to reduce employee turnover, improve morale, and achieve greater efficiency.

Highway Safety and Vehicle Administration

Provisions of the Federal Highway Safety Act demand that the states and local governmental units accelerate their safety programs substantially. However, the majority of these provisions have long been recommendations of the Conference for an effective program. Among these are periodic vehicle inspection, more effective control of both drinking and unlicensed drivers, full driver education program, and upgrading of police and justice court procedures.

An expanded State Highway Patrol with funds and manpower to keep pace with Montana's vehicle and driver population has full Conference endorsement. Research and study of the various state agencies dealing with driver and vehicle registration, licensing, regulation, and taxation is recommended with the objective of streamlining and consolidating these functions.

Federal Programs

The Conference endorses the continuation of the federal-state partnership and of the Highway Trust Fund after the completion of the present Interstate program. However, we recommend more emphasis on rural and urban primaries, secondaries and feeder roads with far more freedom given to the states as to use of matching funds in the various road classifications. We object to freezes and cut-backs in the dedicated and committed sums paid into the Federal Highway Trust Fund for distribution to the states and we also oppose threats of cuts in Federal highway funds to any state as a threat to force compliance with Federal safety and beautification programs.

Sizes and weights are properly a matter of state determination with agreements between states recommended to assure ease of interstate movement. Safety and stress factors of roads and highway structure should be considered in any proposed upgrading of size and weight standards.

State and Local Objectives

1. The uniform manual of signs, signals, and traffic devices, as now set forth in the Montana Highway Department code for state highways, should be adopted in full by city and county governments to avoid confusion and to provide safe and uniform direction for motorists.

2. Procedures for highway right-of-way acquisitions should be streamlined to accelerate construction and eliminate tie-up of highway funds, but full protection and legal recourse should be preserved for the property owner.

3. Safety turn-outs and adequate shoulders for rural letter carriers and other service vehicles should be incorporated in all state and county roads as a part of the highway design, wherever practical.

4. We recommend state supervision of standard uniform accounting and auditing procedures for cities and counties to encourage and assure that all highway revenues accruing to these bodies are used solely for street and road purposes and not diverted to non-highway functions contrary to the intent of the present Constitutional limitations.

MUNICIPAL AND COUNTY TRAFFIC FINES AND FORFEITURES

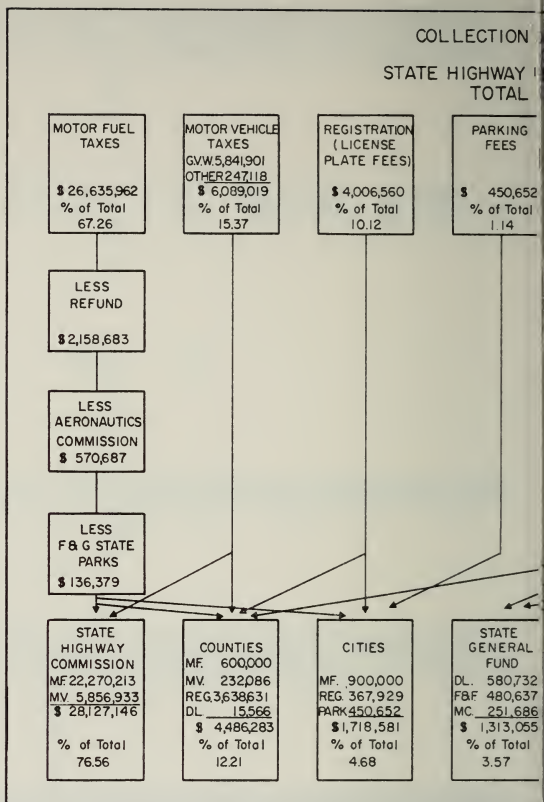
Traffic fines and forfeitures collected through enforcement by agencies other than the State Patrol are retained at the local level. No accurate figures are available but these are estimated at somewhere between \$300,000 and \$400,000 annually.

RECEIPTS FOR COUNTY ROADS BY COUNTY FOR FISCAL YEAR 1966-1967*

County	Regis. Fees	Prop. Tax	GVW Tax	Miscellaneous	U.S. Forest Payments	Total Receipts
Beaverhead	\$ 52,474	\$ 138,127	\$ 3,290		\$ 12,571	\$ 206,462
Big Horn	62,636	38,044	6,331			107,011
Blaine	39,492	123,726	1,910			165,128
Broadwater	25,647	9,550	1,288		2,895	39,380
Carbon	53,398	156,948	2,855		5,046	218,247
Carter	14,710	56,405	780		1,522	73,417
Cascade	371,699	402,081	21,364		1,151	796,295
Chouteau	65,426	193,719	3,102	2,505	208	264,960
Custer	71,999	78,874	4,979			155,852
Daniels	31,115	75,123	1,484			107,722
Dawson	72,962	148,833	5,271		1,615	227,066
Deer Lodge	65,405	71,893	2,322			141,235
Fallon	23,495	193,804	2,311			219,610
Fergus	88,741	175,132	4,490		602	268,965
Flathead	208,315	120,210	12,766	19,296	152,636	513,223
Gallatin	177,175	199,497	9,163		3,457	389,310
Garfield	16,014	52,863	944			69,821
Glacier	51,388	168,760	4,158		164	224,470
Golden Valley	9,370	38,400	771		154	48,695
Granite	20,884	34,552	2,565		20,343	78,344
Hill	103,522	169,098	5,411			278,031
Jefferson	24,992	36,455	1,103		6,298	68,848
Judith Basin	30,993	89,442	1,190		1,902	123,527
Lake	88,682	183,972	4,267		12,975	289,896
Lewis & Clark	166,432	131,902	8,896		18,786	326,016
Liberty	25,049	94,223	1,508			120,780
Lincoln	90,205	21,590	5,358		223,858	341,011
Madison	36,491	100,159	1,431		7,842	145,923
McCone	29,320	85,598	1,586			116,504
Meagher	16,762	30,068	1,220		3,434	51,484
Mineral	17,307	10,449	1,706		43,983	73,445
Missoula	266,723	70,530	18,132		49,061	404,446
Musselshell	27,596	51,998	1,589			81,183

Park.....	83,310	105,827	3,399	5,147	197,683
Petroleum.....	6,558	20,375	338		27,271
Phillips.....	40,793	142,222	1,443		184,458
Pondera.....	3,295	196,652	3,694	693	204,334
Powder River.....	22,888	55,235	2,679	5,820	86,622
Powell.....	43,978	81,060	1,956	34,138	161,132
Prairie.....	15,431	85,636	782		101,849
Ravalli.....	89,957	59,234	4,315	63,515	217,021
Richland.....	70,634	132,743	3,173		206,550
Roosevelt.....	63,851	172,864	3,935		240,650
Rosebud.....	33,568	133,175	1,273	1,631	169,647
Sanders.....	6,998	181,014	2,688	84,790	275,490
Sheridan.....	51,054	151,646	2,639		205,339
Silver Bow.....	234,667	175,636	9,761	2,341	422,405
Stillwater.....	36,588	87,836	1,366	3,152	128,942
Sweet Grass.....	23,361	61,945	996	2,592	88,894
Teton.....	58,199	138,453	2,482	1,527	200,661
Toole.....	60,920	165,902	3,512		230,334
Treasure.....	10,448	24,597	675		35,720
Valley.....	93,529	183,300	3,222		280,051
Wheatland.....	18,345	38,646	736	429	58,156
Wibaux.....	14,110	93,907	744		108,761
Yellowstone.....	477,658	222,265	30,737		730,660
TOTAL.....	\$4,006,560	\$6,262,194	\$ 232,086	\$ 776,296	\$ 11,298,937
% of Total	35.46	55.42	2.06	6.87	100.00

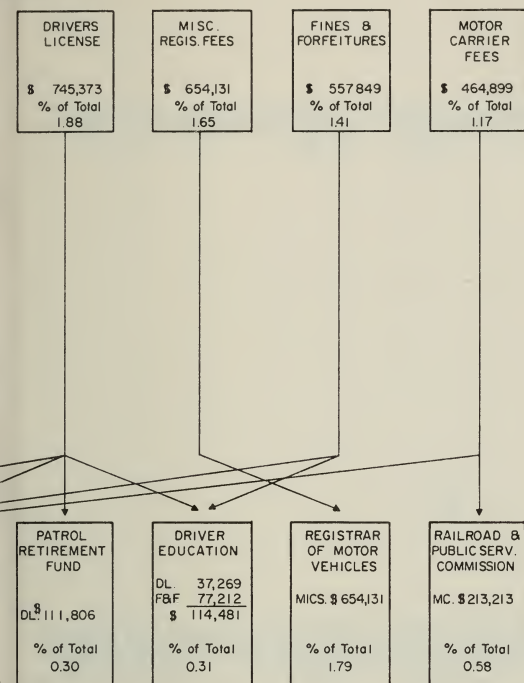
*No Gasoline Taxes Collected During Fiscal Year 1967



MOTOR VEHICLE AND DRIVER REGISTRATION

Montana had 403,563 licensed drivers in 1967. There were also 460,489 powered vehicles consisting of 307,536 cars, 151,302 trucks and 1,651 buses. It is estimated that powered vehicles will increase to 579,000 by 1975 and 756,000 by 1990. Vehicle miles of travel in Montana on state highways, rural roads and city streets are estimated to amount to 4,080,000,000 in 1967, and it is expected that this travel will increase to 5,190,000,000 by 1975 and 7,005,000,000 by 1990.

DISTRIBUTION
F
R FEES AND TAXES
9,604,445



INTERSTATE SYSTEM AS OF OCT. 31, 1968

Status of Work	Mileage	Contracted Amount
Completed	538	\$ 198,681,545
Underway	124	55,056,516
Partially completed	34	1,391,757
Subtotal	696	\$ 255,129,818
Planning stage	495	
Total Length	1,191	

RECEIPTS FOR CITY STREETS, PARKING FACILITIES AND ALLIED FUNCTIONS FOR FISCAL YEAR 1966-1967 (Excluding Bond Sales)

City	Prop. Taxes and Spec. Assessmts.	Parking Fees & Permits	General Fund Appropriations	Regis. Fees	Total
Alberton	1,615			281	1,896
Anaconda	42,716			11,774	54,490
Bainville	698			365	1,063
Baker	74,557			1,389	75,946
Bear Creek	34			82	116
Belgrade	2,048			2,115	4,163
Belt	5,048			2,156	7,204
Big Sandy	* (334)			334	
Big Timber	13,159			648	13,807
Billings	578,469	28,415		57,954	664,838
Boulder	1,990			659	2,649
Bozeman	509,540			13,475	523,015
Bridger	3,384			198	3,582
Broadus	5,247			85	5,332
Broadview	759				759
Brockton	156			179	335
Browning	* (3,441)			3,441	
Butte	299,915			59,425	359,340
Cascade	797			1,636	2,433
Chester	17,114			459	17,573
Chinook	26,864			568	27,432
Choteau	17,951			713	18,664
Circle	* (146)			146	
Clyde Park	55			253	308
Columbia Falls	17,036			2,315	19,351
Columbus	9,124			545	9,669
Conrad	25,717			1,117	26,834
Culbertson	3,553			578	4,131
Cut Bank	93,200			6,875	100,075
Darby	*				
Deer Lodge	19,974			1,504	21,478
Denton	2,581			236	2,817
Dillon	96,089			110	96,199

Dodson	1,462	334	1,462
Drummond	5,740	188	6,074
Dutton	3,267	1,839	3,455
East Helena	4,295	122	6,134
Ekalaka	1,490	54	1,612
Ennis	2,494	2	2,548
Eureka	10,125	275	10,127
Fairfield	7,852	704	8,127
Fairview	29,967	63	30,671
Flaxville	94	1,015	157
Forsyth	13,444	553	14,459
Fort Benton	15,712	343	16,265
Froid	2,227	247	2,570
Fromberg	331	213	578
Geraldine	6,321	850	6,534
Glasgow	126,282	3,039	127,132
Glendive	88,258	98	91,297
Grass Range	155	72,827	253
Great Falls	1,316,865	1,389,692	1,389,692
Hamilton	14,393	2,100	16,493
Hardin	46,164	810	46,974
Harlem	6,378	276	6,654
Harlowton	13,975	500	14,475
Havre	114,658	1,925	116,583
Helena	853,018	15,632	899,744
Hingham	1,246	173	1,419
Hobson	206	206	206
Hot Springs	3,450	313	3,763
Hysham	2,558	104	2,662
Ismay	129	200	129
Joliet	1,711	125	1,911
Jordan	4,795	110	4,920
Judith Gap	116	6,519	226
Kalispell	69,546	105	76,065
Kevin	1,282	6,306	1,387
Laurel	38,548	2,506	44,854
Lavina	1,010	6	1,010
Lewistown	113,704	2,506	116,210
Libby	29,709	6	29,715

31,094

RECEIPTS FOR CITY STREETS, PARKING FACILITIES AND ALLIED FUNCTIONS FOR FISCAL YEAR 1966-1967
(Excluding Bond Sales)

City	Prop. Taxes and Spec. Assessmts.	Parking Fees & Permits	General Fund Appropriations	Regis. Fees	Total
Lima	637			28	665
Livingston	71,028			2,180	73,208
Lodge Grass	2,071				2,071
Malta	14,518			178	14,696
Manhattan	3,059			1,538	4,597
Medicine Lake	1,704			267	1,971
Melstone	* (118)			118	
Miles City	126,621			4,126	130,747
Missoula	276,967			37,622	314,589
Moore	1,037			337	1,374
Nashua	5,819			222	6,041
Neihart	414			1,366	1,780
Opheim	1,604			144	1,748
Outlook	489			163	652
Philipsburg	5,950			1,020	6,970
Plains	4,563			397	4,960
Plentywood	6,584			565	7,149
Plevna	760			138	898
Polson	8,690			1,801	10,491
Poplar	9,707			611	10,318
Red Lodge	13,209			923	14,132
Richey	832			338	1,170
Ronan	9,570			1,147	10,717
Roundup	15,517			1,107	16,624
Ryegate	1,476				1,476
Saco	1,670				1,670
St. Ignatius	3,346			385	3,731
Scobey	90,094			353	90,447
Shelby	30,655			526	31,181
Sheridan	3,119			57	3,176
Sidney	96,818			1,586	98,404
Stanford	2,962			198	3,160
Stevensville	4,779				4,779

Sunburst	7,753	157	7,910
Superior	5,990	1,363	7,353
Terry	* (435)	435	
Thompson Falls	8,093	424	8,517
Three Forks	1,047	2,512	3,559
Townsend	5,118	357	5,475
Troy	6,647	2	6,649
Twin Bridges	2,061	35	2,096
Valley	2,644	851	3,495
Virginia City	1,373	18	1,391
Walkerville	1,140	3,376	4,516
Westby	1,220	163	1,383
Whitefish	24,805	2,743	27,548
Whitehall	13,133	454	13,587
White Sulphur Springs	7,375	214	7,589
Wibaux	3,096	211	3,307
Winifred	* (246)	246	
Winnett	1,168	55	1,223
Wolf Point	37,633	1,229	38,862
West Yellowstone	* (1,346)	1,346	
Totals	\$5,762,454	\$367,929	\$6,189,892
% of Total	93.09	5.94	100.00

**No gasoline taxes collected during Fiscal Year 1967

*No report for year

MATCHING FUNDS NOT "FEDERAL AID"

The term "federal aid" is not accurate for matching road funds. These are entirely from special levies (page 19) paid by all highway users into the Highway Trust Fund under terms of the Federal Highway Act of 1956 and as amended. The Bureau of Public Roads has discontinued the term "federal aid" on construction project signs after protest by user groups.

TOTAL RECEIPTS FOR STATE HIGHWAYS, COUNTY ROADS AND CITY STREETS (Exclusive of Bond Issues)

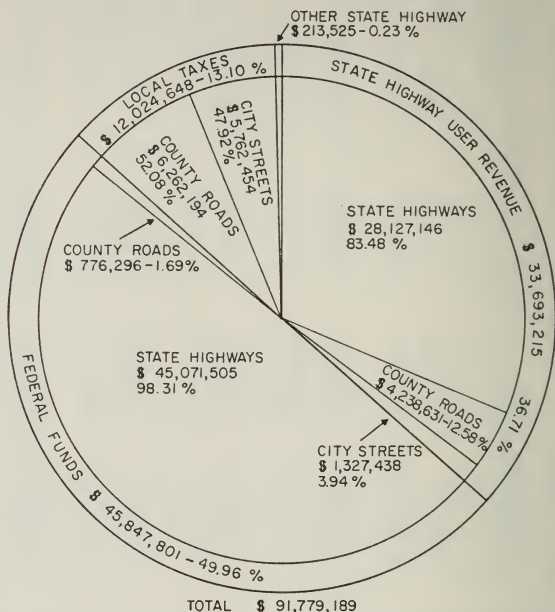
SOURCE	State Highways Fiscal Year 1968 Amount*	%	County Roads Fiscal Year 1967 Amount*	%	City Streets Fiscal Year 1967 Amount*	%	All Systems Amount*	%
STATE HIGHWAY USER TAXES:								
Motor Fuel Taxes	\$22,270,213	24.27	\$ 600,000	0.65	\$ 900,000	0.98	\$23,770,213	25.90
Motor Vehicle Taxes	5,856,933	6.38	*				5,856,933	6.38
Regis. (LP) Taxes			3,638,631	3.97	367,929	0.40	4,006,560	4.37
Parking Fees					59,509**	0.07	59,509	0.06
Subtotal	28,127,146	30.65	4,238,631	4.62	1,327,438	1.45	33,693,215	36.71
FEDERAL FUNDS:								
Highway User Taxes	43,959,771	47.90					43,959,771	47.90
U.S. Leases & Permits	1,111,734	1.21					1,111,734	1.21
U.S. Forest Res. Fees			776,296	0.85			776,296	0.85
U. S. Flood Repair								
Subtotal	45,071,505	49.11	776,296	0.85			45,847,801	49.96
LOCAL TAXES:								
Property Taxes and Assessments			6,262,194	6.82	5,762,454	6.27	12,024,648	13.10
General Funds								
Subtotal			6,262,194	6.82	5,762,454	6.27	12,024,648	13.10
OTHER FEES AND TAXES:								
Reimbursable								
Construction	21,606	0.02					21,606	
Miscellaneous	170,118	0.19	21,801	0.02			191,919	
Subtotal	191,724	0.21	21,801	0.02			213,525	0.23
TOTAL	\$73,390,375	79.97	\$11,298,922	12.31	\$ 7,089,892	7.72	\$91,779,189	100.00

*\$232,086 GVW Taxes to County General Fund
 **Additional \$391,143 to non-street functions

**COMPARISON OF FEDERAL USER TAX APPORTIONMENTS AND STATE MATCHING FUNDS REQUIRED
FOR FISCAL YEARS 1969 TO 1974**

TYPE OF FUNDS	Actual Funds		Confirmed Funds		Estimated Funds	
	F. Y. 1969	F.Y. 1970	F.Y. 1971	F.Y. 1972	F.Y. 1973	F.Y. 1974
INTERSTATE						
Federal	\$ 38,425,600	\$ 74,513,000	\$ 74,513,000	\$ 74,513,000	\$ 74,513,000	\$ 41,448,000
State	3,703,113	7,181,000	7,181,000	7,181,000	7,181,000	3,994,000
Total	42,128,713	81,694,000	81,694,000	81,694,000	81,694,000	45,442,000
PRIMARY						
Federal	8,100,984	10,297,000	10,297,000	10,297,000	10,297,000	23,123,000
State	6,188,986	7,866,000	7,866,000	7,866,000	7,866,000	17,665,000
Total	14,289,970	18,163,000	18,163,000	18,163,000	18,163,000	40,788,000
SECONDARY						
Federal	5,623,510	7,145,000	7,145,000	7,145,000	7,145,000	16,038,000
State	4,296,246	5,459,000	5,459,000	5,459,000	5,459,000	12,253,000
Total	9,916,756	12,604,000	12,604,000	12,604,000	12,604,000	28,291,000
URBAN						
Federal	573,762	1,085,000	1,085,000	1,085,000	1,085,000	2,437,000
State	438,342	829,000	829,000	829,000	829,000	1,862,000
Total	1,121,104	1,914,000	1,914,000	1,914,000	1,914,000	4,299,000
ALL FUNDS						
Federal	52,723,856	93,040,000	93,040,000	93,040,000	93,040,000	83,046,000
State	14,626,687	21,335,000	21,335,000	21,335,000	21,335,000	35,774,000
Total	\$ 67,350,543	\$ 114,375,000	\$ 114,375,000	\$ 114,375,000	\$ 114,375,000	\$ 118,820,000

TOTAL RECEIPTS FOR STATE HIGHWAYS COUNTY ROADS AND CITY STREETS



FEDERAL HIGHWAY USER TAXES TO GENERAL FUND — 1966

In addition to the Federal Highway User Taxes paid into the Highway Trust Fund, the following user taxes were paid into the General Fund:

1. 7% tax on new passenger cars..... \$1,380,790,000

Total Taxes to General Fund..... \$1,380,790,000

TOTAL FEDERAL HIGHWAY

USER TAXES \$5,297,593,000

FEDERAL HIGHWAY USER TAXES TO HIGHWAY TRUST FUND — 1966

Federal matching funds for the Interstate, Primary, Secondary and Urban Systems are derived from the following highway user taxes paid into the Highway Trust Fund:

1. 4c per gallon fuel tax.....	\$2,846,237,000
2. 10c per pound on tires and inner tubes and 5c per pound on tread rubber	496,614,000
3. 10% tax on new trucks, buses and trailers	441,969,000
4. \$3.00 per 1,000 pounds of gross weight of vehicles 26,000 pounds and over	101,983,000
5. Lubricating oil — 6c per gallon.....	23,000,000
6. Truck and bus accessories — 8%..	7,000,000
Total Taxes to Highway Trust Fund.....	\$3,916,803,000

TOTAL MILEAGE OF STATE HIGHWAYS, FEDERAL ROADS, COUNTY ROADS AND CITY STREETS IN MONTANA (As of December 31, 1967)

Highway System	Mileage and Surface Type			
STATE HIGHWAYS:	Paved	Gravel	Earth	Total
Primary—Rural	4,683	-----	35	4,718
Municipal	154	-----	2	156
Secondary—Rural	2,522	2,457	706	5,685
Municipal	67	6	-----	73
Interstate—Rural	1,184	-----	-----	1,184
Municipal	31	-----	-----	31
Total—Rural	8,389	2,457	741	11,587
Municipal	252	6	2	260
FEDERAL ROADS:				
Rural	380	2,955	7,316	10,651
COUNTY ROADS:				
Rural	986	22,387	27,955	51,328
CITY STREETS:				
Municipal	1,227	506	188	1,921
ALL FACILITIES:				
Rural	9,755	27,799	36,012	73,566
Municipal	1,479	512	190	2,181
TOTAL.....	11,234	28,311	36,202	75,747

TRAFFIC PERCENTAGE DISTRIBUTION BY SYSTEM AND RESIDENCE OF DRIVER

RESIDENCE OF DRIVER

MONTANA RESIDENCE

SYSTEM	Rural	Urban	Total	Other States
INTERSTATE				
Rural	6.60	8.14	14.74	4.11
Urban	0.79	1.06	1.85	0.18
Total	7.39	9.20	16.59	4.29
PRIMARY				
Rural	12.16	13.88	26.04	5.50
Urban	2.07	4.65	6.72	0.49
Total	14.23	18.53	32.76	5.99
SECONDARY				
Rural	5.98	3.02	9.00	0.68
Urban	0.41	0.97	1.38	0.05
Total	6.39	3.99	10.38	0.73
STATE SYSTEMS				
Rural	24.74	25.04	49.78	10.29
Urban	3.27	6.68	9.95	0.72
Total	28.01	31.72	59.73	11.01
COUNTY ROADS				
Rural	13.35	4.04	17.39	0.60
CITY STREETS				
Urban	1.66	9.18	10.84	0.43
LOCAL SYSTEMS				
Rural	13.35	4.04	17.39	0.60
Urban	1.66	9.18	10.84	0.43
Total	15.01	13.22	28.23	1.03
ALL SYSTEMS				
Rural	38.09	29.08	67.17	10.89
Urban	5.25	15.54	20.79	1.15
Total	43.34	44.62	87.96	12.04

100.00%

Total Vehicle Miles of Traffic in 1967 — 4,080,000,000

TRAFFIC PERCENTAGE DISTRIBUTION BY SYSTEM AND VEHICLE TYPE

SYSTEM	VEHICLE TYPE				
	Passenger Cars			Trucks and Combinations	
	Montana	Other	Total	Single Units	All Vehicles
INTERSTATE					
Rural	9.97	4.11	14.08	3.18	4.77
Urban	1.36	0.18	1.54	0.42	0.49
Total	11.33	4.29	15.62	3.60	5.26
PRIMARY					
Rural	17.56	5.50	23.06	6.42	8.48
Urban	5.31	0.49	5.80	1.28	1.41
Total	22.87	5.99	28.86	7.70	9.89
SECONDARY					
Rural	5.59	0.68	6.27	3.14	3.41
Urban	1.12	0.05	1.17	0.25	0.26
Total	6.71	0.73	7.44	3.39	3.67
STATE SYSTEMS					
Rural	33.12	10.29	43.41	12.74	16.66
Urban	7.79	0.72	8.51	1.95	2.16
Total	40.91	11.01	51.92	14.69	18.82
COUNTRY ROADS					
Rural	8.22	0.60	8.82	8.45	9.17
CITY STREETS					
Urban	9.03	0.43	9.46	1.77	1.81
LOCAL SYSTEMS					
Rural	8.22	0.60	8.82	8.45	9.17
Urban	9.03	0.43	9.46	1.77	1.81
Total	17.25	1.03	18.28	10.22	10.98
ALL SYSTEMS					
Rural	41.34	10.89	52.23	21.19	25.83
Urban	16.82	1.15	17.97	3.72	3.97
Total	58.16	12.04	70.20	24.91	29.80

Total Vehicle Miles of Traffic in 1967 — 4,080,000,000

MONTANA'S ANTI-DIVERSION AMENDMENT

Protection of your highway dollar is made possible through this amendment to the state constitution. Without this amendment our highway system could not have reached its present stage of development. This is our safeguard for highway funds.

Article XII

Sec. 1 (b) No monies paid into the state treasury which are derived from fees, excises or license taxes relating to registration, operation or use of vehicles on the public highways or to fuels used for the propulsion of such vehicles, except fees and charges paid to the board of railroad commissioners of the State of Montana and the public service commission of Montana or its successor by motor carriers pursuant to law, shall be expended for other than cost of administering laws under which such monies are derived, statutory refunds and adjustments provided therein, payment of highway obligations, cost of construction, reconstruction, maintenance and repair of public highways, roads, streets, and bridges, and expenses authorized by the state legislature for dissemination of public information relating to the public highways, roads, streets and bridges of the State of Montana and the use thereof.

The Montana Highway Users Conference has published this booklet as a public service to promote better understanding of the sources of highway tax dollars and where they are spent. The Conference is a non-partisan, non-political group of trade, industrial, commercial and agricultural organizations and associations, working together for full development of our highway system in keeping with public needs and public safety.

Single extra copies of this booklet may be obtained by writing the Conference Office. Quantities are available at cost price covering printing and postage.

MONTANA HIGHWAY USERS CONFERENCE

P. O. Box 1398

Billings, Montana 59103